The Marker Lamp

Volume 57 Number 1 Winter 2011

Want A Cab Ride?

If you want to learn how you can have a cab ride check out the article on the Caprock Express begining on page 4. We will then see you in Lubbock.

60th Anniversary LSR Convention

CAPROCK EXPRESS
passenger • rail

June 9-12, 2011

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The National Model
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President's Message

by Bill McPherson

THE RAILROADING EVENT OF THE YEAR - - - The 60th Anniversary LSR Convention - - - is coming soon to Lubbock, just a "Texas" mile up the road. In this *The Marker Lamp* you will find more information about the events for you and your family. Dave Lamberts, the 2011 convention chairman, helped put on a great Lubbock convention back in 2003, so you can bet that this one will be excellent. Dave has been rushing to get the event and pricing details worked out for the Registration Form in this issue. The convention website is active and will provide the latest information. Be one of the first to sign up for this exciting venture out West.

It's so easy to enjoy a good convention almost without having many thoughts about all of the efforts that made the convention happen. The volunteer convention chairman and his staff must provide substantial amounts of planning, organizing, recruiting, leadership and, yes, handle a bit of frustration. Frequently this is the first time a convention chairman and the others have had these types of responsibilities. We in the LSR have been so very fortunate to have had some of the greatest NMRA regional conventions thanks to the leadership of these "convention heroes".

To refresh your memory about who the Convention Chairmen have been for the past few years, we have: 2010--Paul Steves, San Antonio; 2009--Jerry Hoverson, DFW; 2008--Loren Neufeld, Houston; 2007--Bob Alston, Hill Country; 2006--Gary Maitland, San Antonio; 2005--Bob Bray, Fort Worth; 2004--Don Bozman, Houston; and 2003--Ron Kutch (dec.) and Dave Lamberts, Lubbock. When you see some of these past convention chairmen, please thank them again for all that they have done to bring you such memorable conventions.

The convention team presents to the Board of Directors a LSR Convention Report which is a detailed statement of all the financial and registration aspects of the convention. The old report format dated back many years. It was difficult to enter data; tie it into source reports, and was prone to mathematical mistakes. This year the report has been revised to bring it into the 21st century. Tom Browning, Loren Neufeld, and I worked with the San Antonio report team, led by Paul Steves and assisted by Al Boos, Don Scott and Ernie Kaak, to develop the new report. It uses the many features of Microsoft Excel to produce a mathematically accurate financial statement of the income and expenses. This transition has been a **lot** of work over the past several months, but the good results make it all worthwhile. A huge *Thanks* is given to Paul Steves and the San Antonio folks for helping to make this possible. We are still working on additional major improvements to the convention report and other reports used by the Lone Star Region.

Aside from the entertainment, fellowship, and education benefits of our conventions, they also provide a major part of our region's income. According to the LSR By-Laws, the host convention group and the LSR share most expenses on a 50/50 basis, and the net income is split 50/50 also. We have had some nicely profitable conventions, but others did not turn out so well which pulled down the average. Illustrating these variations, the *average* annual net income from conventions during the past 8 years has been $3,412, so the Region received an average income of $1,706 from the conventions.

A personal note, thank you for the warm and assuring thoughts you expressed to me and Fredda while I recovered from my little heart procedure (quadruple bypass). I'm doing very well now and ready for a few more good years enjoying *Railroading* with so many great LSR friends.

View from the Spar Pole

By Chuck Lind, MMR

Laurie and I opened the Tall Pine Lumber Company Railroad again this fall in conjunction with the Houston layout tours. This year we only had three layouts open in Bryan/College Station since two were down for repairs and just couldn't get ready in time. Hopefully next year they will be back on the tour as well as a couple of new layouts that are well underway. Over the weekend we had close to 200 folks make their way through the layout room. My job was to try and keep everything running with the help of some friends that drove up from Houston; Laurie was in charge of crowd control and the cookies.

An open house always gets me going on the layout, both before and after. The before is working out some of the gremlins that make their way into the layout as well as trying to finish up some projects so that the layout looks different from the year before. The after is new ideas and improvements that can be made for next year. Many of these ideas come from talking with some of the visitors and hearing their comments as well as discussions with other modelers.

In November I had a grad student that wanted to come by for about an hour and see my layout as well as ask a few question on making a diorama. The hour turned into four. His diorama that he is working on for his grad degree is a scale model of Babylon in Jesus' time. He brought several of his castings that he is making for the homes and temple, looks to be Z scale or smaller. Palm trees that small will be a challenge but I suggested feathers and for ground cover use the real thing sand. The finished city will be about 4 foot square and it should be very impressive.

Also in November we had a mini Narrow Gauge meet on a Saturday to try and get everyone ready for the National Narrow Gauge Convention in 2015. Some clinics as well as show-and-tell in several scales.

In December a trip to Durango was in order. Laurie and I decided that it was time to take my grandson Nathan to Durango to ride the Polar Express. As we stood at the station and the whistle blew and the train made its way from behind the roundhouse belching smoke, the look on his face was worth the 16 hour drive. As we boarded the Alamosa Parlor Car for our trip to the North Pole, Nathan was all eyes trying to take in everything. We enjoyed a great cup of hot chocolate as we slowly made our way to the North Pole where we picked up Santa for the return trip back to Durango.

I hope everyone had a Very Merry Christmas and that this New Year will be one of your best ever.

Lubbock 2011 The Place to be!!

YOUR 2011 LSR Convention, the "CaprockXpress"... And someone's gonna' get a Cab Ride!

Preface by Larry Swigert, LSR Membership Co-Chair

Your NMRA LSR Convention, the **CaprockXpress**, will be held June 9-11 in Lubbock this year.

Those accustomed to the *big city* conventions might have some questions when I say it looks like this is going to be one of the **best conventions yet!** Definitely the "**gotta' go do this**" model railroad event of the year for sure!

The big news this year is a CAB RIDE!

Exactly what does a Cab Ride have to do with the **CaprockXpress**? Well, read on and you'll find out!

But first, let's do some comparisons to previous years conventions…The host hotel this year is the Holiday Inn Park Plaza… Nice rooms, good food, convenient parking, and great location.

CaprockXpress - Contest Room Chairman, Duane Richardson, says the rooms for the clinics and the contest room are very large and ideal for our purposes. And judging from some of the models I've seen in the works already, this year's contest room should be quite a showplace for some of the finest modeling craftsmanship in the southwest. As for the clinics, there's a nice cross section of interests as usual, taught by some of the area's top modelers and Master Model Railroaders.

So, all is about the same as the big city shows so far, right?

But here's the big payoff in Lubbock… While room rates have been pushing the hundred dollars per night range in some of the previous conventions, the rooms in Lubbock are only 82 bucks, and that's for single *or* double occupancy.

Add to that the fact that, while the registration rate in some of the previous conventions has been in the upper 80 and 90 dollar range, the **CaprockXpress** registration is only **$79**. Nice huh? So doing the math, that means that over the four nights stay you have a savings of enough money to cover the travel expenses from as far away as Houston. Never had that before for sure!

Speaking of travel, at most of the previous conventions it took at least 20 minutes to get to some of the closest places. In Lubbock, 20 minutes gets you almost anywhere.

And like in previous conventions: Prototype Tours – Got 'em. Layout tours – Got 'em. Great banquets – Got 'em. Off Rail fun- Got that too. And, a mystery speaker, yet to be announced.

So, between now and June, be sure and keep checking the **CaprockXpress** website at **https://sites.google.com/site/lonestarregion2011/** for that and other breaking Convention News.

As for "family fun", there's a great museum, Texas Tech University, a wonderful side trip to Palo Duro Canyon, and get this… Lubbock has the largest premium winery in the state, the Llano Estacado Winery.

You guessed it, we even have a "tour and wine tasting outing" planned for there too.

So, for those looking for a great "family" summer vacation, this is it! There will be something going on all the time… And not just for the train guys, but for the entire family.

And one more added bonus! For most of us, when we arrive in Lubbock we are already either half or ¾ of the way to Colorado. So hey, after a fun weekend at the convention, you and the family (or you and your best railroad buddies) can just load up and continue down the road a ways for a full week of the best scenery in the country and over a half dozen exciting rail adventures in the magnificent mountains of beautiful Colorado.

Now speaking of train rides, here is where Dave Lamberts and the folks in Lubbock have taken the **CaprockXpress**, and LSR Conventions, to the next level for sure! **EVERYONE, yes EVERYONE** who registers for the convention will automatically be eligible for a chance at winning a free roundtrip train ride for two on the Texas State Railroad in Palestine, Texas! Awesome huh? But guess what? It doesn't stop there!

Remember that Cab Ride I mentioned in the beginning? One of the lucky winners will be able to ride in the cab of the engine !

And the good news is that you don't have to spend any more money, buy any tickets, or sign up for anything extra. The minute you register for the convention, your name is put in a hat and on the last day the lucky winner's name will be drawn.

So how's the **CaprockXpress** soundin' so far? As for me, I just can't wait 'til convention time again. See ya' there in June!

Prototype Tours

PYCO Industries, Inc.; Lubbock, Texas

One cotton plant produces more food for man, and feed for animals, than the fiber it produces. Textiles are only a part of the cotton story … all elements of the cottonseed (lint on the seed [linters], hulls, and the kernel) are used in many consumer products, human food, and animal feeds. The cotton plant produces twice as much seed (weight basis) as fiber; cottonseed contributes about 15% of the farmer's cotton income. Seed from one bale of cotton produces enough oil to "cook" (fry) nearly 6,000 snack-sized bags of potato chips … cottonseed contains no cholesterol and can play a role in reducing the saturated fat intake of humans.

PYCO Industries is the largest cottonseed cooperative serving the southern United States, with over 60 member gins. In addition to producing cottonseed oil for cooking, PYCO also markets whole cottonseed and other byproducts. These include cottonseed meal, hulls & cotton linters. Whole cottonseed and meal are primary ingredients in livestock, poultry and even catfish feeds. Linters are utilized in the manufacture of many products including mattresses, upholstery, padding, "medical" cotton products, high quality papers, films, adhesives, propellants, explosives, and plastics.

Two PYCO Industries cottonseed processing plants in

Lubbock, Texas "separate" all elements (whole seeds, various grades of cottonseed oil, meals, hulls, and linters) and sell/ship these commodities to customers across the United States. PYCO Industries Rail, PYCO's own railroad "arm" in Lubbock, includes over 14 miles of track, a tank car (interior) washing facility, and switching locomotives. These facilities interchange directly with BNSF's east-Lubbock yard.

Harvey House

Take a trip to Slaton on Saturday from 10:30AM to 12:30PM and visit this restored Harvey House. You will be given two options the first is without lunch and the second for a little extra you can include lunch. Relive the glory days of passenger service when the Harvey Houses were the stop for meals on your journey.

BNSF West Lubbock Yard

Here is your chance to see the busy West Lubbock yard in action. Exact date and details are still being worked out as we go to press so look for details on our website.

THINGS TO DO IN LUBBOCK

THE BUDDY HOLLY CENTER 1801 Crickets Avenue, Lubbock 79401 806.775.3560 www.buddyhollycenter.org/

The mission of the Buddy Holly Center is to provide world-renowned interactive and dynamic exhibits and programs on Texas Music and contemporary visual arts.The vision of the Buddy Holly Center is to discover art through music by celebrating legacy, culture and community. The Center collects, preserves and interprets artifacts relevant to Lubbock's most famous native son, Buddy Holly, as well as to other performing artists and musicians of West Texas.

THE MCPHERSON WINERY 1615 Texas Avenue, Lubbock 79401 806.607.9463 http://mcphersoncellars.com/Home.html

The McPhersons have been a pioneering family in grape growing and wine making in Texas for more than 40 years. The family patriarch, Dr. Clinton A. "Doc" McPherson, is one of the "Fathers" of the modern Texas wine industry. In 1976 "Doc," a Chemistry Professor at Texas Tech University, and Bob Reed, founded Llano Estacado Winery in Lubbock, the first post- Prohibition Texas winery. His wife, Kim converted the historic 1930's era Coca Cola bottling plant in downtown Lubbock into a winery and McPherson Cellars opened in the fall of 2008. It is one of the most beautiful, modern and efficient wine facilities in Texas.

NATIONAL RANCHING HERITAGE CENTER 31214th Street, Lubbock 79409 www.depts.ttu.edu/ranchhc/Overview.htm

The National Ranching Heritage Center is a museum and a historical park located on the north boundary of the Texas Tech University campus. Thirty-eight authentic ranch structures have been relocated to the museum from some of the West's most well-known ranches and show the evolution of ranch life from the late 1700s through the early 1900s. Visitors to the National Ranching Heritage Center will see historic windmills, dugouts, barns, corrals and pens, a bunkhouse, one-room school house, blacksmith shop, ranch headquarters buildings, a locomotive, stock cars, depot and examples of such unique early architecture as a cabin made of cactus stalks and mud chinking and an elegant two-story ranch home ordered from a mail-order catalog. Each building has been authentically restored, furnished or outfitted to reflect period correctness. Hours of operation are Monday - Saturday, 10:00 AM. to 5:00 PM and Sunday, l:00 to 5:00 PM. There is no admission charge and the facility is accessible to persons with special needs.

SILENT WINGS MUSEUM 6202 North I-27, Lubbock 79403 806.775.2047 nfo@silentwingsmuseum.com

Transport yourself into the era of swing music and patriotism. Experience World War II as told by the glider pilots who lived it. View a restored WACO CG-4A, mainstay of the U.S. glider force that flew in every major invasion of the Second World War.

Begin your World War II adventure in the theater with a fifteen-minute program, Silent Wings: The Story of the World War II Glider Program. The story continues to unfold in the Timeline, Hangar and Combat Galleries. View photographs and artifacts, and our living exhibit: the British Horsa Glider restoration project. The museum is open Tuesday to Saturday from 10:00 AM to 5:00 PM and on Sunday from 1:00 PM to 5:00 PM. There is a small admission fee.

THE SCIENCE SPECTRUM MUSEUM AND OMNI THEATER 2579 S. Loop 289, Lubbock, TX 79423 806.745.2525 www.sciencespectrum.com/

Have fun exploring water in a whole new way! Fountains, paddle wheels, dump towers, raceways, slides, spinning galleries, and even a lock and dam system let you control the flow of this amazing new discovery area. The all new Water Works combines playful fun with simple hands-on devices that actually introduce children to the nature of water and other simple physical science principles. Take a different look at sports by playing Virtual Volleyball and going on a hang-glider ride in the Virtual Sports Room. Take a journey down Texas' longest river solely contained within the state, the mighty Brazos. This 5000 sq. ft. permanent exhibit area is made up of over thirty aquariums and terrariums, with animals from rattlesnakes and snapping turtles to largemouth bass and gar.

The Omni Theater boasts a 58-foot domed screen with a 160-degree panoramic view. A regular slate of movies, many but not all of them science-related, plays on the theater screen.

THE DEPOT DISTRICT take the 19th Street exit off the East 289 loop http://interoz.com/lubbock/depodist.htm

The heart of downtown Lubbock is becoming a gallery, restaurants, live music mecca for the western half of the state. Anchored by the Buddy Holly Museum which is in a former train depot--hence the name, the Depot District, this entertainment scene is the place to be in Lubbock. There's live music everywhere from folk to Celtic to blues to country to metal. Several good restaurants round out the Depot District.

THE MUSEUM AT TEXAS TECH 4 Street and Indiana Avenue, Lubbock 806.742.2490 www.mottua.org/museum/home.htm

The Museum of Texas Tech University is a major general museum with collections in the arts, humanities, and the sciences numbering more than five million objects. The Museum is an educational, scientific, cultural, and research element of Texas Tech University. It consists of several components: the main Museum building, the Moody Planetarium, the Natural Science Research Laboratory, the research and educational elements of the Lubbock Lake Landmark, and the Val Verde County research site.

PRAIRIE DOG TOWN

In Mackenzie Park off 4th Street and I-27 overlooking Meadbrook Golf Course http://parks.ci.lubbock.tx.us/extra/prairieDog.aspx

Of all Nature's wild creatures, none is more appealing and entertaining to watch than the Prairie Dog. In 1935, the colony was moved to its current location when Mackenzie Park became a state park. Within its first five years at its new location, Prairie Dog Town became world famous and a favorite tourist attraction with its own Goodwill Ambassador, Prairie Dog Pete. To this day, Prairie Dog Town still captures the imagination of visitors as evidenced by a survey that showed Prairie Dog Town as the 5th most visited attraction in Lubbock by visitors from outside the city. Visitors are able to enjoy watching the prairie dogs and burrowing owls in their native habitat. Free and open to the public from dawn to dusk!

AMERICAN MUSEUM OF AGRICULTURE

1501 Canyon Lake Drive, directly across from the American Wind Power Center 806.239.5796

http://www.agriculturehistory.org/

In 1969, as agricultural museum was deemed important to the people of West Texas. Too many people thought of the old machinery left in the back yard as junk. To Alton Brazell, this junk was a hidden treasure. Alton took it upon himself to begin a collection of agricultural equipment and machinery that told the story of American agriculture. Today, the collection ranges from household items to Moldboard plows and tractors it currently houses restored tractors, a threshing machine, broadcast binder, combine, 71 pedal tractors, 300 die-cast toy tractors, and approximately 300 other artifacts and pieces of smaller equipment. The American Museum of Agriculture is open from 10:00 AM until 5:00 PM Wednesday through Saturday. Volunteers staff the museum and keep it open to the public.

Non-Rail Tours

American Wind Power Center

Thursday we will head out to the Center. They have a $5.00 admission charge that you will pay at the door. You will tour the museum of windmills and see everything from the very early windmills that pumped the water the folks in the Panhandle so desperately needed to the modern day windmill that are supplying many of our homes with power. This extra fare event will have us enjoying a catered BBQ dinner at the museum.

Scrapbooking Class

This extra fare event will take place on Friday from 10AM till Noon. Be sure and join all of your friends in the fun and informative class.

Llano Estacado Winery

On Saturday we will pack up and head out to the winery from 10AM to about 5PM. They will be holding their "Wine & Clay Festival" so you will not only have the chance to visit the winery and sample their award winning wines but you will also see pottery demonstrations running all day that include glazing, wheel throwing, jewelry making, and programs for kids. Pottery from local potters for you to enjoy and purchase.

The Spectacular Palo Duro Canyon

Straight up I 27 for 96 miles one reaches Palo Duro Canyon. Palo Duro Canyon is the most spectacular and scenic landscape feature in the panhandle of Texas. The Spanish name Palo Duro means "hardwood" and refers to the hardwood shrubs and trees found in the canyon. Palo Duro Canyon was carved into the eastern caprock escarpment of the High Plains during the past ninety million years by the headwaters of the Prairie Dog Town Fork of the Red River and by attendant weathering.

Because of the availability of wood, water, game, edible wild plants, raw materials for weapons and tools, and shelter from harsh winter winds, Palo Duro Canyon was a favorite camp site for both prehistoric peoples and later Indian tribes. The first Europeans to see Palo Duro Canyon were probably the members of the Coronado expedition who may have camped and rested there in the late spring of 1541 while searching for Quivira and the treasures it reputedly contained. The first Anglo-Americans to explore Palo Duro Canyon were members of Capt. Randolph B. March's 1852 expedition in search of the sources of the Red River. In 1876 Charles Goodnight drove a herd of cattle into Palo Duro Canyon to begin the first commercial ranch in the Panhandle. Although the canyon remained the domain of the cattlemen for the next half century, it also became a popular picnicking and camping place for residents in the surrounding area.

In 1933 the State of Texas purchased land in the upper canyon to establish Palo Duro Canyon State Scenic Park. Initial improvements were made under the direction of the National Park Service. Today the park, which includes more than 15,000 acres, annually receives over half a million visitors. A summer musical pageant, *Texas*, is presented annually in the outdoor amphitheater. The lower part of the canyon remains private ranch land. Park activities include camping, horseback riding, hiking, nature study, bird watching, mountain biking, and scenic drives.

While in the park, stop by and enjoy the Visitor Center located on the Canyon Rim. This rustic native stone building was constructed by the CCC in 1934 and houses a Museum and Museum Store. The store is located in the Visitor Center and features books, pottery, jewelry, and educational items pertaining to the Canyon.

The Official Play of the State of Texas runs from June 4 through August 20 Tuesday through Sundag. In this family-friendly show, set against an authentic tapestry of history, the show's fictional characters bring to life the stories, struggles and triumphs of the settlers of the Texas Panhandle in the 1800's. Song and dance abound - and a generous helping of good old Texas humor too - with spellbinding lighting, special effects and fireworks. Come early and enjoy a delicious steak dinner prepaired by Big Texan (home of the 72oz steak) and served on the covered patio. (**Marker Lamp Editor's note – both the dinner and musical are a must for panhandle visitors…..can't say enough good things about them!!!!!!!)** For more information and exact performance dates contact the Pioneer Amphitheater Box Office at (806) 655-2181 or www.texas-show.com

Contact Information:

Camping Reservations (512) 389-8900

Park Information (806) 488-2227

Pioneer Amphitheater Box Office (806) 655-2181

Palo Duro Trading Post (806) 488 2821
Old West Stables (806) 488-2180

Area Attractions: Nearby activities include Caprock Canyons State Park, Storyland Zoo for Children, Nielsen Memorial Museum, Lake Meredith National Recreation Area, Alibates Flint Quarries National Monument, Panhandle-Plains Historical Museum, West Texas A&M University, Wildcat Bluff Nature Center, and Buffalo Lake National Wildlife Refuge.

Continue West - Visit Chama and the Cumbers & Toltec Narrow Gauge Railroad

Less than eight hours from Lubbock is Chama, New Mexico, home to the famous Cumbers and Toltec Scenic Railroad. The Cumbres & Toltec Scenic Railroad was originally constructed in 1880 as part of the Rio Grande's San Juan Extension, which served the silver mining district of the San Juan Mountains in southwestern Colorado. Like all of the Rio Grande at the time, it was built to a gauge of 3 feet between the rails, instead of the more common 4 feet, 8-1/2 inches. Finally, in 1969 the ICC granted the Rio Grande's request to abandon its remaining narrow gauge main line trackage, thereby ending the last use of steam locomotives in general freight service in the United States.

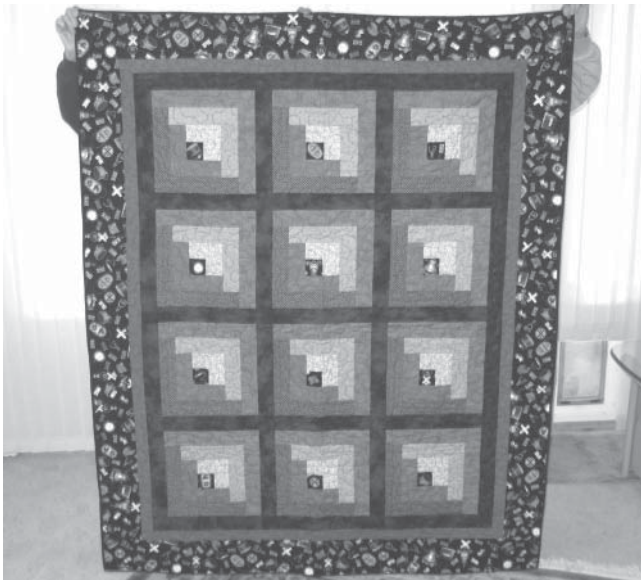
In 1970, the states of Colorado and New Mexico jointly purchased the track and line-side structures from Antonito to Chama, nine steam locomotives, more than 130 freight and work cars, and the Chama yard and maintenance facility, for $547,120. The C&TS began hauling tourists the next year.

Today the railroad is operated for the states by the Cumbres & Toltec Scenic Railroad Commission, an interstate agency authorized by an act of Congress in 1974. Care of the historic assets, and interpretation of the railroad is entrusted to the Friends of the Cumbres & Toltec Scenic Railroad, a nonprofit, member-based organization whose mission is to preserve and interpret the railroad as a living history museum for the benefit of the public, and for the people of Colorado and New Mexico, who own it.

When you visit, be sure to take the self-guided tours of the railroad yards and Cumbres Pass.

LADIES ONLY!

Petticoat Junction



A Railroad Quilt

While waiting for the Board Meeting to end at the San Antonio convention, several of us were discussing the upcoming 2011 Lubbock convention with Liz Jones. She asked for suggestions on any and all topics that would appeal to the ladies coming to Lubbock. It occurred to Julia Davis and I that we might put to use our newly acquired quilting skills. We had railroad material left from a former project, and we used the knowledge to make a Log Cabin lap-sized quilt to donate as a raffle item.

Julia and I selected additional material that would appeal to both men and women and after a scrutiny of a "Quilt in a Day" pattern, we were set to go. We "fussy cut" the Log Cabin centers to have a railroad motif and "stripped" the rest of the material. Contrary to the "Day" time line, we managed to meet once a week to work for a couple of hours and then go to lunch. Through the summer and fall we sewed, "stripped", laid out quilt blocks and became good friends. Finally, we were down to cutting the batting, back and binding.

After the holidays the quilt was complete, and our promise honored to donate something to aid the Lubbock convention in their raffle. So--when you come to West Texas to attend the Lubbock convention, buy a raffle ticket for the Railroad Quilt. Our fellow members of the "Stitchin' Time" group thought it was grand, and we hope you do too.

See you in Lubbock in June,
Mary Lou Schoenberg

Print Form

Lubbock Model Railroad Association
presents

CaprockXpress
Lone Star Region Convention
June 9 - 12, 2011
Early Registration Ends April 16, 2011

https://sites.google.com/site/lonestarregion2011/

CAPROCKXPRESS
passenger • rail

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Telephone: _____

NMRA #: _____ Expiration Date: _____

Name Desired on Badge (print please): _____

Spouse/Other attendees: _____

Hotel Reservations
Holiday Inn Park Plaza
3201 South Loop 289
Lubbock, TX 79423
806-797-3241

The Convention Rate is $82 per night Single or Double occupancy. This rate is good through Wednesday, May 11 , 2011.
Make your reservation directly by phone with the Holiday Inn and mention Lone Star Region Convention. No web or email reservation is available. Note: The convention rate is good only for June 8 - 12 when booked by May 11.

Regular Registration Includes

- Admission to clinics
- Access to the Contest Room to view and photograph some of the best model building in the Lone Star Region
- Access to the silent auction and the chance to bid on many railroad items
- Admission to the Saturday Night banquet featuring Guest Speaker
- Admission to the Sunday morning breakfast and annual Lone Star Region business meeting
- Select Extra Fare prototype tours, Make and Take Clinics and operating sessions
- Admission to area home layouts
- Rail fanning opportunities
- For more information contact: B.J. d'Orsay via mail: bj.dorsay@gmail.com

Caprock Xpress 2011 Convention Fee Schedule

Print this form after filling in your quantities, pressing tab key between each field.

REGULAR REGISTRATION	COST		QTY	TOTAL
Postmarked on or before April 16, 2011	$79	X		$
Postmarked after April 16, 2011	$89	X		$
SPOUSE REGISTRATION				
Postmarked on or before April 16, 2011	$79	X		$
Postmarked after April 16, 2011	$89	X		$
OTHER FAMILY REGISTRATION				
Minors (6-16 includes Banquet & breakfast)	$40	X		$
Minors under 6 free (No Meals)				
OPTIONS				
Day Pass (does not include Banquet or Breakfast) MUST be NMRA member	$28	X		$
Family Night Banquet (BBQ), American Windpower Center, Thursday, 6:00 PM With musical entertainment by LMRA member Al Fox.	$15	X		$
Saturday Night Banquet Only	$36	X		$
Sunday Morning Breakfast Only	$21	X		$
EXTRA FARE (Transportion is **not** provided, maps and directions will be provided)				
Prototype Tour 1 Harvey House, Slaton, Saturday, 10:30 - 12:30 with lunch	$15	X		$
Harvey House, Slaton, Saturday, 10:30 - 12:30 without lunch	$ 5	X		$
Prototype Tour 2 BNSF West Lubbock Yard , exact date and time TBA	N/C			
Prototype Tour 3 Cottonseed oil extraction, car loading and facility tour at PYCO - TBA	N/C			
Prototype Tour 4 Central Car Repair of the West Texas & Lubbock RR facility tour - TBA	N/C			
Convention Promotion Calendar 12-month 2011 (limited supplies)	$12	X		$
Convention Promotion Calendar 18-month (July 2011 - Dec. 2012)	$15	X		$
Convention Promotion Both Calendars (while 2011 supplies last)	$25	X		$
Basic Soldering Clinic by Harold Bryant (Make & Take) **Limit 25**	$25	X		$
NON RAIL EXTRA FARE (Transportion is **not** provided, maps and directions will be provided)				
Scrapbooking Class, Friday, 10:00 am - 12:00 PM (noon), location TBA	$25	X		$
Llano Estacado wine and clay pottery festival, Saturday, 10:00 am - 4:00 PM	N/C			
American Windpower Center tour, Thursday, 4:00 - 6:00 pm, $5.00 at the door	N/C			
Flower Arranging, Thursday, 10:00 11:30 am, location TBA	N/C			
MEMBERSHIP OPTIONS, ETC.				
NMRA Registration for non-NMRA members	$58	X		$
NMRA Rail Pass -- 6 Month Membership FOR Non NMRA members	$9.95	X		$
Facility Usage if not staying at the hotel or home (**see below**)	$25	X		$
			Total	$

Make checks payable to: Caprock Xpress

Your Name:

Check Number:

Note: The $25 facilities Usage Charge (primary registration only) applies to those who do not stay at their own home or at the convention hotel. The cost of the hotel's meeting rooms, banquet, and other facilities is offset by the attendees (locals as well as out-of-towners) purchasing the guaranteed number of hotel room nights. If this guaranteed number is not met, the use of the facilities would greatly increase the cost of the convention. Since every attendee benefits from the facilities, we are encouraging everyone to stay at the convention hotel.

Mail completed registration form with payment (check payable to Caprock Xpress) to:

B.J. d'Orsay, Registrar
4206 38th Street
Lubbock, Tx 79413
806-790-7092 **bj.dorsay@gmail.com**

CAPROCK XPRESS
passenger • rail

Up the Tracks
Events Calendar for the LSR

By Bill Dryden
NMRA & LSR Life Member

Here is the list of the upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via email at bdr149@airmail.net. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. **The upcoming events**:

Lone Star Region 60th Annual Convention (2011)
Lubbock, TX
The Lone Star Region NMRA 60th Annual Convention will be held in Lubbock. Check the LSR website. **Come all!! PARTICIPATE!!!**

Recurring events and meetings

LSR Division 3 - Trinity River Division - Monthly Meeting
Garland
Nicholson Memorial Library, 625 Austin St., Garland, TX Third Saturday of each month. For more information contact Jerry Hoverson E-mail jhoverson@tx.rr.com or check the Division 3 page on the LSR web site.

Alamo Model Railroad Engineers Meeting
San Antonio
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum; 11791 Wetmore Rd.; San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers
Houston
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. The public run days are the third Saturday of the month March through November. Come see the 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check the web site out at www.hals.org for schedule of events or e-mail Peter Bryan at peterb@pdq.net for more information.

North Texas Council of Railroad Clubs Meeting
Irving
The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the NTC website www.dfwtrainshows.com for more information about the NTC, its meeting site or its member clubs. All model railroaders welcome.

Events and Shows:

February 2011
26th Tex-Cen (Division 4), LSR; Divisional Meet. 10:00 a.m., Round Rock Library; 216 E. Main St., Round Rock, TX. For more information contact Jack Merkel at ElmerMerk@aol.com.

March 2011
19th – 20th Longview Model Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults $8, Children 12 and under Free. Exhibit Building. Longview Fairgrounds, off Hwy 31 on Jaycee Drive, Longview, TX. For more information contact: Homer Fleischer, P.O. Box 6704, Longview, TX 75608, phone: (903) 753-9512, Email: homerflash@aol.com.

26th – 27th New Braunfels Railroad Museum Jamboree. Sat.10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $6, Teens 13-17 $2, Children 5-12 $1. New Braunfels Civic Center, 380 S. Seguin Avenue, New Braunfels, TX. For more information: www.newbraunfelsrailroadmuseum.org Jerry Garteiser, PO Box 310475, New Braunfels, TX 78131, (830) 438-7725 or jerryG@gvtc.com.

April 2011
30th – May 1st Cotton Belt Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $6, Children 12 and under $2. Harvey Convention Center, 2000 West Front St., Tyler, TX. For more information contact (903) 316-9319 or (903) 839-2501.

June 2011
9th – 12th 60th LSR Convention. Lubbock, TX. For more information http://www.lonestarregion.com.

July 2011
3rd – 9th NMRA National Convention. Sacramento, CA. For more information http://www.x2011west.org.

Future Events (More Information to follow as available)

August 2011
20th – 21st The Great Train Expo. Mandaville, LA. For more information http://trainexpoinc.com/schedule.htlm

October 2011
9th – 10th LMRA 28th Annual Train Show. Fort Worth, TX.

15th – 16th The Great Train Expo. Austin, TX. For more information http://trainexpoinc.com/schedule.htlm

Elf Story-Another Year, Again

by Don (The Elf) Kimmell

So the saga continues, another year, another trip and some new experiences.

This year I decided to "…go North", but not too far, where it is always cold, the trees are leaf less, and everything has this same brownish color.

I guess I should give everyone a look into a "typical elf day".

6am wake up, find some fresh coffee

7am clean up-only 2 minute shower-the water MAY run out!!

8am Breakfast – this is usually when we get the day's schedule-or "…our bagging/cleaning/railfanning orders"

8:30am change to warm clothes, the Holiday Express has been "cold soaked" so things will be a bit chilly!!

9am Bagging starts, who does what, where and how, and yes, the assembly line still works!

10:30 Clean plexiglas, sweep floors and repair any of last night's problems.

11:30am Done -- we hope… now to find some fresh coffee!

Noon Free time-take care of any "personal" needs/problems/issues and whatnot.

1pm Lunch-"big" meal of the day, also we get this Evening's start schedule.

2pm Rest-find fresh coffee, check what the weather will be tonight.

2:30pm Start dressing-you would not believe the numbers of layers you need!!

3pm Meet in Port Arthur (parlor car), wait for OK (are we blue flagged), get ready for show.

3-4pm Last minute prep-Let the evening's Festivities begin!

4pm- ?? "Please watch your step" "…use the handrails"…"be SAFE"…"have you been a good boy/girl this year"…repeat an unknown number of times each evening.

9pm The one family you have been looking for the last hour…"the last ones", time to take apart, put away, secure for transit—we are done for tonight!!

9:30pm Supper, relax and where are we going tonight ???

Bedtime Personal choice, though watching the World go by in the dome car-the Kansas City #1940- with your fellow elves, is a very nice way to end your day!

Now, I want you to repeat the above schedule for approximately 20 days….is this fun or what? The last three days of this year's schedule will be spent at Kansas City's Union Station; there we will have a bit "different" schedule—like all day!

I boarded this year after the first 8 stops, which were all in the south, Louisiana, Mississippi and Texas, where the crowds were their usual size-HUGH! The "north end" is usually a bit smaller-the towns are smaller, so the crowds are too. Or, at least that's what they told me-am I a guppy or what ?

First stop Texarkana, we haven't been here in over 9 years, so….well, they came out, and kept coming…we started a bit slow, but when the moms got the kids from school, wow! To relieve traffic problems, they had everyone go to the football stadium, and would load school buses, and handle the transport to the rail yard….well, we had school buses out the….. The thing that finally stopped the show, was the bus drivers need to be off 12 hours before they could do the next days pickups, Thank You Lord and the school board! Off to Ashdown.

Ashdown and De Queen are small towns, but the folks still came out! We were starting at 3pm each day, so we wouldn't keep the kids up too late, or so we hoped. Well, we still managed to keep going till almost 9pm…so much for school nights. Next stop Mena, Arkansas, at the foot of Rich Mountain.

Mena is a nice small town, they have turned the old station into a museum, so that is where we set up, right on the main line, of course it is also parallel to the main drag thru town, so you are not able to hide! Of course, a big black train (10 cars plus 3 F units) pulling some colorful Christmas cars (6) is a bit hard to hide, so why even try. It was here we had another "incident" with the generator. One would think a 100K generator would be enough to power 6 cars, 6 space heaters, 4 model train layouts, a sound system, 25,000 lights and a smoke generator….but we finally maxed it out! We had a "black out", we overheated and shut down. Bit of a problem, but there was fallback plan-flashlights! Pull Santa outside and do everything on the ground. It works, sort of. We did try and plug into the local grid-wrong! A few too many amps….so we were down for approximately 30 minutes while the generator cooled off, and a couple things were unplugged, but things did come back on.

Now we go over Rich Mountain, the "highest" point on the KCS. Of course it will be at night so you don't get to see too much, but wait….and that we did! For having blocked the main we had to take a siding to let the bill paying trains go by. We were lucky (?) and they put us on the siding at the top of Rich Mountain-pitch black, a few (2 or3) yard lights, and a ton of stars! The past couple of years we have taken a dome car, and this year was no exception, but we got the "nice" one—12 easy chairs in the dome, all on swivels! You would not believe the number of stars you can see when you are out in the boonies! WOW. On to Heavner.

Heavner is a crew change point for the KCS; in fact Heavner is a railroad town! Oh yea, it is usually very cold there also. Fun. Good crowd, friendly folks and they have a road named "Chicken Plucker Drive"-I kid you not, of course you can guess what is located on that road.

Next stop Stillwell, OK. This town was named after the founder of the KCS, Arthur Stillwell. Another wonderful train station preservation location. The station itself is one of the smaller ones, but the local Ladies have done a wonderful job, and boy are they friendly! They kept the elves supplied with coffee and hot chocolate all night! Also, it was inside the depot where the rest rooms were located, another important fact when you "mobile home w/bath" is a couple hundred

yards away! I must say, if you are ever in that area, please stop in and say hello, you will enjoy!

Noel, Mo. was our next night's stop…been there, done that! It is there that they have turned the old station into city hall, but not the police station. Another cold night, 25 degrees or so, but it doesn't deter the families from coming to see Santa! This was the stop where we were sung to, a local farmer was doing "hay rides", and he had the local choir sing Christmas carols to Santa and his Elves, from a mule drawn wagon. NEAT! On to Neosho, Mo.

This would be our "first" visit to Neosho, and they were prepared, or at least they told us so-wrong! We were located in the yards there in town, with a chicken plant on one side of the yard, and a city park on the other. The side street was Lazy Boy Drive. Parking would be in the park, with the street closed to thru traffic, sounds good, but they didn't count on the turnout! We started at 3:30pm-advertised start was at 4pm-get a jump on things, or so we hoped. By 4:14pm, the line went thru the yard, across the street and into the park! We had city police directing/managing traffic, doing crowd control, and everything else possible to keep the taxpaying public placated. We pulled Santa out of his caboose and ran 2 lines, one for Santa, and the other just to tour the train. The wait in line was still almost 2 hours, and it was 25 degrees, with a 15mph northeast wind! Are we having fun yet? As it ended up, we had just over 3000 visitors in just over 4 hours! We were beat! Next stop Pittsburg, Kansas.

This is another old railroad town; in fact this is where the KCS used to have their main shops, etc. Of course not much is left. Also another crew change point, and we could water the cars! Do you know how long it takes to fill a 2500 gal tank with a garden hose, now multiply that by 9 cars, this is usually a major production, of course you are outside in the cold doing this…. now this is not a job for the elves, thank you Lord! Pittsburg is an annual stop, and we get a ton of local elves to help out, great, we get an easy night. Cold, again, windy again, so what else is new? Next stop is …KC!

If you have never been to Union Station in Kansas City, it is well worth the trip. They have done a wonderful restoration, and they have a Science Museum there, plus a great "Rail Experience". And if you are a rail fan, you would not believe the traffic! Between 6am to 7:30am on a Sunday, I counted 9 trains! 5 were "westbound" and 4 "eastbound"-coal, intermodal and mixed, take you pick.

We were, for the first time, going to be there 3 days instead of the "usual" 2. Friday hours - 9:30am till 8pm, Saturday-9:30am till 6pm, and Sunday 9:30am till 5pm. Long days to say the least. The Holiday Express was placed on a track on the lower level, just outside the "Rail Experience" exhibit, of course we were outside, where the wind could get us, and chill us a bit more. They placed the "Belle" business train on the other side of the tracks, it was a bit of a trip back and forth, took approx. 15 minutes-first you went into the lower level of the station, up a long flight of stairs-unless you waited for the elevator (it took 55 seconds each way), cut across the concourse, out to the overhead bridge across the 2 Amtrak, the 2 UP, the 2 BNSF and the 2 KC Terminal tracks, then down to the ground-your choice elevator or stairs, around the fence and thru the gate in the right of way fence. We were told to take 30 to 45 minutes for lunch…. it took more time to walk back and forth, than it did to eat!

And the crowds…over the 3 days, were over 11,000. Fun!! Finally, it is 5pm on Sunday….time to close down for the year and head home, where it is WARM!!! We find out we must be headed out of town by 6pm, or we will get stuck in traffic, which will add at least 12 hours to our return trip. We have lost our "priority", now we are just another southbound….talk about a rush, we tore down, put away, secured, tied down in record time, rushed back to the Belle and shed out "elf suits" for the last time in 2010. Yes we did make it out of town, got back to Shreveport by noon the next day-HOME!

This year's Holiday Express visited 21 towns and cities over 23 days and had a record crowd- 52,800+ visitors! I am looking forward to our eleventh year-who know what it will bring!

Pass Exchange

There seems to be an interest in the Lone Star Region to bring the Pass Exchange program back to life. Walter Zahn has decided to work on renewing interest in this program. If you are interested in participating please send him 2 samples of your pass and in return you will get a pass and a list of Active pass exchangers. Walter will review the passes and send a pass of the quarter that will be displayed in the Marker Lamp.

Please help Walter get this program moving again. Send you passes to:

Walter Zahn
3309 Point East Drive
Mesquite, Texas 75150-2645

PASS of the Quarter

This month's pass is from Bob Mangrum of Early, Texas and his Texas & Southern Railroad. Printed on quality card stock and proudly includes the NMRA and Lone Star Region logos.

We know that there are still many LSR members with passes who have not responded to the Pass Exchange please do so and you may be the next Pass of the Quarter.

Secretary/Treasurer's Report

by Tom Browning, MMR

For the Second Fiscal Quarter of 2010/2011

Beginning Balance 08/01/2010		
LSR Checking Account		$173.49
Vanguard CD Fund		$35,510.63
Acct Receivable Due 2010 Convention		$2,000.00
Total LSR Net Worth		**$37,684.12**
Not included in Total LSR Net Worth		
Funds Held For Division 1	*$3,545.87*	
Funds Held For Division 3	*$1,450.89*	
Funds Held For Division 4	*$4,255.60*	
LSR Proceeds		
Vanguard CD Fund Interest		$9.03
Vanguard Convention Fund Interest		$2.93
Pike Ads		$64.00
Decals/Patches		$96.00
NMRA Region Rebate		$958.00
Total Proceeds		**$1,129.96**
LSR Disbursements		
Marker Lamp Printing and Mailing (Fall 2010)		$1,171.69
Set up remaining Zahn Donation For Funds Held*		$800.00
Total Disbursements		**$1,971.69**
Net Proceeds/ Disbursements		**-$841.73**
Ending Balance 10/31/2010		
LSR Checking Accounts Total		$1,507.35
Vanguard Money Market Accts Total		$33,335.04
Acct Receivable Due 2010 Convention		$2,000.00
Total LSR Net Worth		**$36,842.39**
Not included in Total LSR Net Worth		
Funds Held For Division 1	*$3,400.50*	
Funds Held For Division 3	*$1,450.89*	
Funds Held For Division 4	*$4,255.60*	
Funds Held For Zahn Donation	*$800.00**	

* Theses funds are restricted and will become unrestricted at $200.00 per year to comply with terms of donation.

At the end of September 2010 the membership was 1,019 and at the end of November 2010 the membership was 1,034. Please welcome our new members listed below:

October 2010

Lydia Moon, Alverado, TX – 1
Matthew Constant, Metairie, TX – 2
Jayton Hawkins, Denison, TX – 3
Giff Badcock, Lockhart, TX – 4
Howard Feindel, Austin, TX – 4
Michael Borg, San Antonio, TX – 6
James Bohot, Lake Jackson, TX – 8
Klint Bush, Liberty, TX – 8
Leland Carlson, Montgomery, TX – 8
Jay Cooper, Katy, TX – 8
Jeanine Fisher, Houston, TX – 8
Richard Gemp, Sugarland, TX – 8
Virginia Grace, Houston, TX – 8
Walter Gubert, Houston, TX – 8
Rick Labs, Houston, TX – 8
Robert Mellichamp, Houston,TX – 8
Frank Mohler, Houston, TX – 8
Paul Rieke, Houston, TX – 8
Jon Ruehle, Houston, TX – 8
James Shear, Houston, TX – 8
Dennis Sherman, League City, TX – 8
Sean Smith, Houston, TX – 8

November 2010

Kenneth Roose, Ft. Worth, TX – 1
John Holt, Dallas, TX – 3
Russell Da Metz, Austin, TX – 4
Charles Marling, Austin, TX – 4
Michael Truitt, Round Rock, TX – 4
Michael Atkinson, Houston, TX – 8
Ande Courtin, Richmond, TX – 8
Shawn Crawford, Richmond, TX – 8
Kevin Dang, Houston, TX – 8
John McKeon, The Woodlands, TX – 8
William Schulz, Houston, TX – 8
J Taylor, Houston, TX – 8
Phumai Wappel, Houston, TX – 8

LSR YOUTH COMMITTEE

Bob Mangrum, Youth Chair

The stated objectives of the Youth Membership Program, as found in Article 6 of the LSR By-Laws, dated January 2009, provide for the promotion of model railroading as a hobby amongst young people, defined as 18 years old and younger. Members of the region are charged with encouraging young people and their peers to become involved in what we as members of the NMRA believe is the world's greatest hobby.

To accomplish this purpose, the LSR established a Youth Membership Program through which the LSR would sponsor a junior membership in the NMRA and LSR with the dues being paid by the Region Treasurer. Each Division Director will nominate a junior person from their division for inclusion in the Program; hence the possibility exits of having 10 young people sponsored each year as junior members of the NMRA.

Nominations can come from several sources including individuals who are members of the division, clubs located within that division and/or the Division Director. Each nominee needs a short commentary stating why that individual should be included in the Junior Membership Program. Previous year selections cannot be considered for a second year in the program. Those that are selected should be monitored during the following year to track these young people's progress as a model railroader and LSR member. The intention is to insure the new member receives some mentoring and has such a good experience within the LSR that they will continue to be an active member in the future.

Seattle Car Float

by Jack Merkel

Every summer, my wife and I travel to Seattle to visit our daughter and her family. In addition, the weather is much cooler there than in Texas. As part of my rail fanning activity, I usually visit the Seattle railroad car float operation. This car float operates weekly between Seattle and Whittier, Alaska. The UP railroad performs the loading and unloading of the car float on the Seattle end. The car float is operated by Alaska Rail Marine which is owned by Alaska Railroad. Their website is Alaskarailroad.com.

There are a couple of interesting features about this car float. First, it is double decked with containers on the top deck and railroad cars on the bottom deck. Second, the railroad cars are fastened tightly to the deck because the car float travels over open ocean water on part of the trip. Third, the car float is shifted side to side to line up the car float tracks with the apron tracks.

Car Float Description

The car float has eight tracks on the bottom level. On the top level, there are normally three layers of containers. The third level also usually contains some trucks, cars, school busses or earth moving equipment. Almost every car is loaded traveling Northbound.

The float is towed by an ocean going tug with a cable connecting the tug to the float.

There is a two track apron that is used to load the car float. The apron is raised or lowered by pumping water into a ballast tank attached to the apron. The two apron tracks cross a city street providing a good rail fanning location.

There is a nearby yard to store cars for loading or when unloaded. There is also another yard (Fisher yard) operated by the BNSF in the area. Cars are interchanged between the BNSF and UP as needed here.

Car Float Loading

The table shows a loading chart I obtained in August 2005. The table shows reporting marks for each car and its position on the car float. Also listed are the contents for each car along with its length in feet and weight in tons. The summary at the bottom shows track length in feet, the total length of all cars on each track and the total weight of all cars on each track. Also shown is the stern space which is the difference between the track length and the total car length.

There is a wide variety of car types and contents as noted on the loading chart. Certain cars are not allowed to be loaded near each other – fuel oil cars and ammonium nitrate cars are kept apart. Almost all cars are loaded when traveling Northbound. The car float is loaded to capacity in the summer months. Note the very limited stern space left on the bottom of the loading chart. Last year, I was there in October and only 19 cars were loaded instead of the normal 45 cars. Construction in Alaska is heavily concentrated during the summer months. In addition, the recession reduced freight traffic in 2009.

The car float is lined up with the apron tracks by means of four cables attached to the corners of the car float. The cables are connected to four winches and an operator rotates the winches to move the float. This is completed in several minutes. The apron is leveled by means of the ballast tank noted above. The tracks are then connected. The tide level is important. If the tide is too high or too low, there is a problem with the vertical curve on the apron tracks at either end and railroad cars can bottom out. So, the loading time is set by the tide tables.

Everything on the second deck is loaded at a separate location about a mile away and the car float is moved to this location for loading railroad cars.

The locomotive pushes a string of seven (or fewer) cars plus four idler cars onto the car float. Figure 1 shows a typical string being shoved onto the car float. Figure 2 shows the car float with six tracks loaded. Note the second level has three levels of containers with a truck on the second level. Figure 6 shows another string being loaded on a different day.

The idler cars are three old cabooses and a covered hopper car. The idler cars are shown in Figure 3.

Figure 4 shows a car loaded with two large reels of cable or tubing. The next car has four smaller reels. Figure 5 shows a car loaded with rails.

The brakes on the rear car are set and the locomotive pushes in all the slack – about three feet or so. The brakes on the front car are then set and the locomotive and idler cars return to the yard for the next string.

Railroad Car Tie Downs

The wheels on the end axle of the end cars are chocked. These are the only wheels chocked.

This car float travels over open ocean water, so the railroad cars are securely fastened to the car float. First, a jack is placed under each car near each bolster. The car is then jacked up to remove all pressure from the truck springs. Then a come-a-long is attached to the railroad car and to the car float deck to pull the car down tightly against the jack. This does not allow the car to move or bounce on its springs during transit.

This operation takes awhile. Usually a six (or so) man labor crew is performing this work. A string of seven cars takes about thirty minutes or so to secure. The whole car float is loaded and secured in about four hours.

Unloading

The car float is unloaded by the reverse manner. The come-a-longs and jacks are removed and the car float is unloaded. The whole float can be unloaded in about two hours. The float is moved to another area to unload the top deck.

Railfanning

The car float operation is on Harbor Island in Seattle. There is a city street with plenty of parking in the area. You can stand on public property and be as close to the train as safety allows. The car float is normally loaded on Wednesdays and unloaded on Thursdays.

Company Store

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END OF TRACK

John (Jack) W. Green III

November 5, 1938-December 11, 2010

Jack was the founder of the MidSouth Model Railroad Club in Baton Rouge, LA in 1993. He had always dreamed of having his own model railroad, but his adult life was too busy and he decided to form the MMRC and provide it's housing. MMRC was Jack's jewel and he devoted his retirement to it.

Jack was a Captain in the U.S. Army and a helicopter pilot during Viet Nam. He was assigned to the Delta Forces and helped develop life saving extraction procedures for Delta personnel behind enemy lines. He was awarded two (2) Distinguished Flying Crosses. He was also Past President of the 281 Assault Helicopter Company.

Thank you, Jack, for sharing your dreams with us and being such an inspiration.

Hi all, I hope you all had a great holiday season, and a bright 2011. As I write this, I'm still recovering from the 2011 Dallas Area Train Show. This year's show looked like it had a great turnout, and we are all anxious to find out how well it was attended. Matt Latham and I each presented a clinic on behalf of the Cowcatcher Division.

Thanks to all the LSR members that made it to the show to help promote the Region and the NMRA. I believe that Plano lead off another very successful year of recruiting new members to the NMRA and the model railroading hobby. The table was very busy on both Saturday and Sunday. Duane Richardson did an all day clinic at the booth Sunday that attracted a lot of attention.

At the end of October, we had a train show in Ft. Worth at the Will Rogers Coliseums, and the attendance was very poor. This may be because the date had to be pushed ahead a couple weeks or the additional parking costs or the fact that on Saturday the parking lot was filled with young engineers taking their PE tests.

It is time to nominate next year's youth scholarship. The recipient will receive a 1-year membership to the NMRA, including a subscription to the NMRA magazine. If you have a child or grandchild that is interested in model railroading, please forward me his or her name as a nomination. Perhaps there is a young person in your club that you would like to nominate.

I hope you all are making plans to attend next summer's convention in Lubbock. Information should be included in this issue of the Marker Lamp and a link can be found at http://lonestarregion.com.

The next Division meeting will be Feb 19, 2010 at the Texas Western Club, 6807 Anglin Drive, Ft. Worth. I hope to see you all there. If you have any questions or suggestions, you can contact me at chris@railroadmodelers.com. More information can be found at http://cowcatcherdivision.com

Bayou Division 2

by Dick Schneider

It seems like just the other day I was sitting outside, enjoying a nice warm, humid breeze and contemplating the complex aspects of global warming. Today, January 13th, the outside temperature has just risen from 26 degrees and is soaring into the 30's. My contemplator says to me, "Global Warming my @^*." "It's 34 degrees out here"…… "Get inside and work on the railroad where it's warm." I did. I'm a good listener.

The Saturday morning breakfast guys in Baton Rouge, LA are still going strong. They meet at Fred's on Airline Hwy by Cortana Mall at 8:00am.. About 10-12 train groupies show up each Saturday and have a great time. By the way, Fred's has a great breakfast menu. Give us a try.

The MidSouth Model Railroad club suffered a severe loss just before Christmas. Jack Green III passed away from pancreatic cancer. Jack was the founder and chief benefactor of the MidSouth Model Railroad Club. He owned the buildings that house the 1300+ square foot layout and as owner he ruled the club as a benevolent dictator. Jack was a great friend and he will be sorely missed by all.

All of the model railroad clubs and groups had a wonderful time around the holiday season. Many were open for the kids to see the trains. Lou Schultz and his group haven't missed a session. All is well in Covington, LA. Art Houston is still in the throes of setting up his car card system. What he has seems to work, it simply needs a bit more refinement. I really prefer a system like rail-ops, but I'm not at that point yet.

The **Louisiana Rail Run** will be hosted by Jim Lofland and Art Houston this February 25, 26 and 27, 2011. It includes Lou Schoultz's layout in Covington, LA; Art Houston's layout in Houma, LA; Jim Loflands layout and the MidSouth Layout, both in Baton Rouge. Positions are still available so contact either Jim or Art ASAP for a wonderful display of Louisiana Hospitality and plenty of "operating time". Come pass a good time and remember, "Laissez les bon ton rouler!" – "Let the good times roll!"

Trinity River Division 3

by Jerry Hoverson, MMR

Well, the holidays are over, football playoffs are in full swing and we're seeing the first snow of the season. I guess that means that winter is here and the Trinity River Division has been busy as always.

Our monthly meetings at the Nicholson Memorial Library, 625 Austin Street, downtown Garland have been interrupted due to a renovation project taking place at the library. Not to worry, we'll still hold our meetings but they will be at the North branch located at 3845 N. Garland Avenue for at least January and February and them possibly March. We will still be meeting on the third Saturday of every month at 10:15. Keep watching for the email reminders I send out with the upcoming agenda a week or two prior to the meeting. **If you are not getting this email notification** I don't have your current email address. Please **send your information to me** at jhoverson@tx.rr.com so I can include you and you can join us for all the fun!

The big news since the last report is that we've held a logo design contest to go along with our new "Trinity River Division" name and here is the winning logo submitted by Duane Richardson:

In addition to that here is what we've been doing in our monthly meetings since the last report:

November – We continued our previous topic of structures with a clinic on building "Craftsman" kits by Mike Jobe. This was an intro to these kinds of kits and covered topics like; What is a Craftsman Kit? How to select a kit. Differences between manufacturers? What is in a kit? Tools you will need. Golden Rules and Tips and Building techniques.

December – We were really lucky to have Jim Packer as a guest speaker where he presented his "Sounds of Model Railroading" clinic where he covered how to add various sounds around the layout as well as locomotive sound decoders.

January – This is our annual "Model Railroading 101" clinic where we meet and greet all the new members that signed up at the Plano Train Show and present a brief overview of all the basic topics that get a new modeler started in railroading.

As you can see Trinity River Division is doing lots of activities and in the coming months we plan on continuing doing even more. So if you're in Trinity River Division or any other division and just want to join in, we're looking at an exciting year coming up with lots and lots of fun railroad things to do.

Take care all and get working on your latest project but most of all get involved with the division and have some railroading FUN!

Cen-Tex Division 4

by Jack Merkel

The big news this month is that we plan to hold a Division 4 meeting on Saturday February 26. The meeting will be at the Round Rock City Library beginning at 10:00 am. The library is located at 216 E. Main St. in Round Rock. On I-35, exit at RR 620 (Exit 252B) and proceed East on RR 620 for a few blocks to the intersection with Main St and continue East on Main St for another block and half to the library. The agenda will include a short business meeting, clinic, social time, door prize and layout tour. I have a list of email addresses for some Division 4 members. We have 109 members in the Division and I have 72 email addresses. I sent an email on Jan 5 announcing the meeting. If you did not receive the email, please send your email address to me at elmermerk@aol.com. I plan to use emails to provide further details for this meeting and for future meetings.

The LSR/NMRA was represented at the Austin Model Railroad Jamboree in October. We had a table with the same poster we used at the Centra Mod show in September. We were successful in signing up **two new members – Russell DaMetz and Charles Marling.** Thanks to **Larry Swigert** for his help in getting us organized for recruiting new members at

train shows. Also, the Jamboree also had 23 layouts open for tours.

A few Division 4 members participated in the DFW Interchange in November. Spotted were **Brian Helms, Chuck Lind, Tom Pearson** and myself. I operated on four different railroads from Friday evening through Sunday morning. I had a great time and met some old and new friends.

Steve Blackson continues to work on his Achievement Program certificates. His G scale railroad is point to point and is designed for operating sessions. Hopefully, he will be operating in the spring or early summer.

The Achievement Program has been of some interest to me over the years. I finally looked at it in more detail. It turns out that I have made some progress on nine different certificates. The progress came about as I built my railroad, worked on the 2007 Austin LSR convention team and entered a model in the 2008 Houston convention contest. With some concentrated effort over the next few years, I hope to complete at least seven and maybe nine certificates and achieve MMR status. My goal is to get there by sometime in 2013. The DFW Interchange mentioned above added twelve hours on the dispatcher certificate list. If you are interested in operations and regularly operate on some model railroads, you can achieve the fifty required hours fairly quickly.

Until next time, look forward to the Caprock Express convention in Lubbock in June.

Division 5

by Dave Lamberts

Plans are going well for next year's LSR Convention in Lubbock. For all the details please read my article found in this issue of the Marker Lamp. See you in June.

Division 6

by Tom Crosthwait

The holiday season brings lots of joy, whether it be trains or other toys. I hope your wishes were answered.

SAMRA is preparing for their 35th Annual Train Jamboree. I understand that this year's event is reporting that all available table space has been sold and requests keep coming in. I hope to be able to report a very successful show.

Lots of effort goes into coordinating the local shows. Be sure that you support the clubs and division in your area by attending these affairs.

SANTRAK, San Antonio N-Track, had an open house at their new address before Christmas. There was a small but very nice turn-out for the event. I believe the main objective of the open house was to meet the goal of having all the electrical updates to the modules completed. If this was so, then this can be considered a success.

Division 7

by Don Kimmell

I hope everyone had a very Merry Christmas and a Happy New Year!

First things first, we have the Annual Cotton Belt, Tyler Tap Train Show coming, Saturday April 30th (9am-5pm) and Sunday May 1st (9am-4pm). This is not one of your "biggie" shows, but one can usually find some bargains, plus those folks are always friendly.

Now as to what has been going on in this part of the LSR. The Sue Lines are up and running, most of the "bugs" have been found and everyone is happy with the new DCC. Thursday nights are the operating time.

On the southern end of the Division, the Treehouse Children's Museum held a National Model Railroad Month Celebration on Saturday November 6th with a display of different scales/gauges along with an N scale layout and an HO layout under construction. The HO layout was the latest Jr. Engineer project that was sold before Christmas to raise funds to continue the Jr. Engineer program. Also the Rockwell Railroad (name of the Museum's model railroad) Crew has been constructing an HO display railroad at Hare's Hobby Shop, 4527 Lee Street, Alexandria, LA for owner Michael Hare. They are 95% complete and ran trains for Christmas.

On the local scene, the ArkLaTex bunch had another great run at the Shriner's hospital prior to Christmas, everyone, both inpatients, outpatients and staff, plus some of the public, had a enjoyable time. I missed most of this year's run due to my elffing duties. The story is elsewhere in this issue-or I hope so. Look for some "new" things on the KCS' Holiday Express for this upcoming year.

We are working with a Boy Scout Troop on the Railroading Merit Badge-never had that when I was a scout! It is a lot of fun.

I look forward to seeing everyone at Lubbock this June, till then ENJOY !!

Texas Gulf Division 8

by Ray Byer

Things have been a little slow in Division 8. The San Jacinto Model Railroad Club show is fast approaching in February. There are plans to have a Division meeting in the Beaumont area and do a clinic on scenery March 12, more details as they are finalized.

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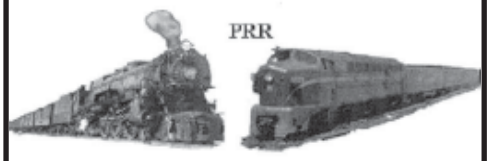

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